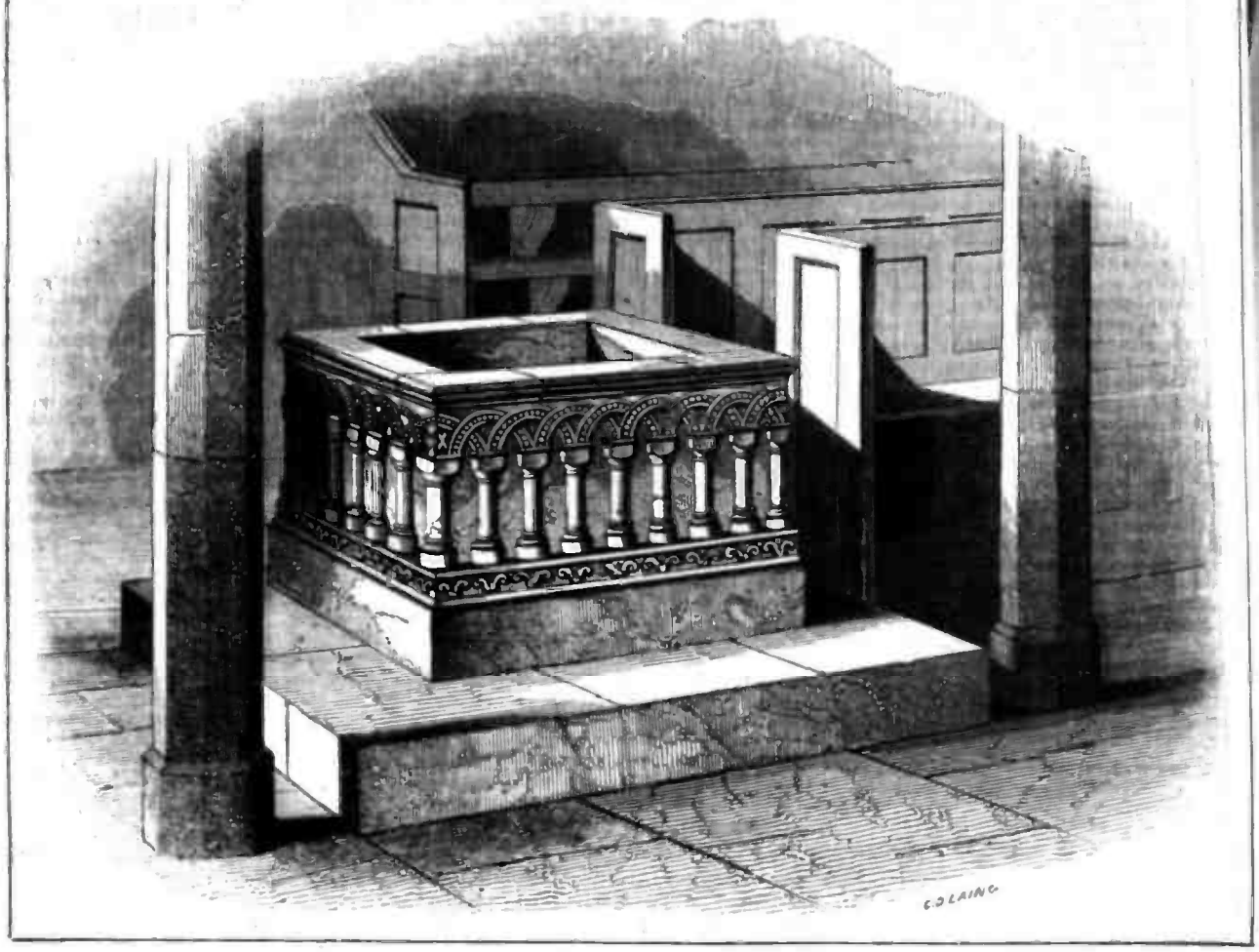
NORMAN FONT, HENDON CHURCH.



NORMAN FONT, HENDON CHURCH.

The above engraving, from a drawing by Mr. Francis T. Dollman, represents a very interesting stone font of the Norman period, in Hendon Church, Middlesex. It stands at the west end of the nave, under the organ gallery, and is 2ft. 11in. square on plan, and 2ft. 8in. high, including the bottom step, 6½in. high, which is modern. The bowl, 1ft. deep, is lined with lead, and has a water drain. The font was repaired about a year and a half ago.

We have in preparation a valuable collection of Norman fonts, which we shall give shortly.

BRITISH ARCHÆOLOGICAL ASSOCIATION.

That division of the association which have Lord Albert Conyngham for president, Mr. Pettigrew for treasurer, and Mr. Crofton Croker and Mr. C. R. Smith for secretaries, assembled in Winchester on Monday last, to hold their annual congress. The first meeting was held at three o'clock, when the president delivered an address, and Mr. Pettigrew read an able paper, explaining the objects of the association, and urging the importance of antiquarian pursuits: it gave a history of the Society of Antiquaries and traced the Archæological Association from its commencement in 1843. In the evening a conversazione was held, and Mr. Thomas Wright, the Rev. S. Isaacson, and others, read interesting papers. Since then, various excursions have been made, barrows opened, and a large number of papers read to very numerous audiences. The weather has not been propitious, but the meeting has nevertheless passed off well. Sir James Anneseley, Mr. East, one of the members for the city, Sir W. Betham, Sir Francis Myers, Mr. Planché, are amongst those who have interested themselves in the proceedings. Mr. C. Croker was unfortunately called away to Ireland by the death of a relative.

The elucidation of the cathedral devolved on Mr. Cresy; and the hospital of St. Cross was illustrated by the Rev. S. Jackson.

We shall probably give more particular information next week. We cannot avoid renewing our expressions of regret that no satisfactory arrangement has been made between the two committees, but that, on the contrary, unwise supporters of either side are seeking to make religious feelings fresh elements in the quarrel. Some admirers of the objects both societies have in view, consider that the dissensions will put both parties on their metal, and induce,

——"those to work who never worked before;
And those who always worked to work the more."

That hence the common object of both will be prosecuted with a keener spirit, and with greater industry; and that when the time arrives, each party will acknowledge its own errors, and a generous smile of satisfaction will welcome the harvest of good things their differences have partially been the means of bringing to light. For our own part, however, we cannot but consider the division an occurrence of unmixed evil, and beseech all who have any influence, to use it in calming the ill-feelings that have been engendered.

THE CONSTRUCTION OF SKEW BRIDGES.

Sir,—From the many catastrophes which have occurred by the tumbling down of railway and other bridges, particularly those that so recently have taken place on the Ashton railway near Manchester, and the two instances at Derby, I have been repeatedly requested and importuned by gentlemen of high scientific attainments to lay down the theoretical principles on which I have uniformly acted in all the works in which I have been many years engaged. Those principles, I feel persuaded, are known to few, with the exception of those whom I have instructed. Under this impression I beg leave to submit to you a plan and the description of a mode of obtaining the bevels of a bridge on the Grand Junction Railway, immediately adjoining Vauxhall Station, Birmingham. This bridge was contracted for by Mr. Brandson, builder, now of the firm of Brandson and Gwyaher, the well-known railway contractors, who have been pre-eminently successful in all their undertakings. The workmanship of the bridge referred to was entirely left to my care. I have been much engaged in many extensive railway works, such as tunnels, bridges, viaducts, &c., and I never met with any difficulty but what I was able to overcome.

If you should think my endeavours worthy of being laid before your readers, particularly those who are intrusted with extensive works, it is my intention to follow up the present with a series of drawings (accompanying them with working instructions) of difficult work, laying down a sure and certain method to construct such work with ease and safety. It is deeply to be regretted that much work on railways has been erected under such circumstances as it has been, namely, that of giving contracts to such an extent, that it was absolutely impossible for those individuals to complete the work under their own eye, however talented they might be; they were necessarily compelled to re-let part of it, and in many instances the second contract has been given to individuals totally incompetent for such responsible work, and hence the many fatal catastrophes which are continually taking place. It is with a view to give instruction to such individuals that I have been induced to lay my system before the public in your valuable paper. I could name bridges to an innumerable extent on railways that really are not safe for trains to run upon; those bridges having been constructed without

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